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**Chevrolet Delivers
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Delivery of a fleet of 24 new coupes to the Hertz Drivurself Stations, Inc. was made by the Pacific Coast Chevrolet factory in Oakland, Calif., last week. This is the largest single consignment yet taken by the Hertz concern here in the west. The cars will be used in various cities up and down the coast.

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**Country's Best
Golfers Enter
Coast Tourney**

Open Event Set for January
Draws Game's Big Stars

That a just share of the country's best known golfers will tee off in the Los Angeles \$10,000 open golf tournament is evidenced by the large entry list already received. More than thirty "out-of-town" club welders have signed for the week's big event, to be held in Los Angeles January 5, 7, 8, and 9. Willie Hunter, former British open champion and member of the "Big Six" committee in charge of the affair, declares that the west will have the greatest field in its history of golf. Mike Brady, Tom Kerrigan, Bobby Cruickshank, Macdonald, Smith, Johnny Battini, Johnny Black, Larry Nabholz, Johnny Golden, C. R. Murray of Canada, Frank Minch, Elmer and Donald Harrison, Eddie Loos, Joe Novak, Tom Lally, Charlie Johnston, Fran Spregell, are a few of the east and middle west golfers who have already entered.

With the raising of the handicap limit the field is expected to double. Qualifying this year will be over four or more courses, instead of just two. By the ruling of the "Big Six" committee the first 30 players at Santa Anita this year and the first 30 of the 1926 Los Angeles open will not have to qualify on January 5. This will give a number of golfers a longer barnstorming season.

The first 18 holes will be played on January 7, the second 18 on January 8, and 36 holes on the following day. Low 64 and ties of the seventh and eighth go into the finals on Sunday, the 9th, to battle for the \$10,000 prize money and silverware.

Young Harry Cooper, who has associated himself with a Los Angeles club, will defend his title. His was the first entry received for the big event. George Von Elm, the west's greatest golfer and runner-up in the 1926 Los Angeles open, has also entered. It's a sure bet Von Elm will attract a good share of those golfers who are a bit undecided as to whether they will come westward or not.



**LILTS O'LOVE
AND LAUGHTER**
By Judd Mortimer Lewis

LIFE'S HIGH LIGHTS
If you have stood on tippytoe beside a garden wall,
Or climbed upon a high board fence, in answer to a call,
And looked into another yard and seen two eyes of blue
Align with bashful tenderness look shyly up to you
Then you have lived. There's nothing in the world of grown-up men
Can bring such joy into your heart, make you so glad again.

If you who have climbed through long years can look back down the way,
And find a memory like that back in the yesterday,
You know the little worth of gold, the little worth of fame,
The little worth of plaudits you have won in life's grim game;
You would not take the worth of fame, the worth of gold and all,
For just the memory of love across a garden wall.

And that is the high light of life, the bit of tenderness
That shines sometimes across its path; what words cannot express.
But what the heart and soul can feel and treasure up and keep,
And maybe take along with us past life's last longest sleep;
Two bashful eyes upraised to yours, mayhap a tender kiss,
When your soul has stretched out its wings, and burst life's chrysalis.

ORDINANCE No. 143

Ordinance Granting Permission to the Santa Fe and Los Angeles Harbor Railway Company, a Corporation, Its Lessees, Successors and Assigns, to Lay, Maintain and Operate Railway Tracks to Serve Industries and/or Other Necessary Railroad Purposes in Connection Therewith Across Certain Public Highways, Streets, or Alleys in the City of Torrance.

The Board of Trustees of the City of Torrance, County of Los Angeles, State of California, do ordain as follows:

SECTION 1. That the Santa Fe and Los Angeles Harbor Railway Company, a corporation, and/or its lessees, successors or assigns (hereinafter called the Railway Company for brevity), shall have and are hereby given permission, at any time, to lay, maintain and operate railway tracks to serve industries and/or other necessary purposes in connection therewith across, but not longitudinally along, any and all public highways, streets, or alleys (hereinafter collectively called public highways for brevity), now existing or which may hereafter be established, in that portion of the City of Torrance, County of Los Angeles, State of California, bounded as follows:

On the EASTERLY SIDE by the main line of railway of the Santa Fe and Los Angeles Harbor Railway Company as now constructed through said City of Torrance and the easterly line of Apple Avenue also the easterly line of Cherry Avenue south of Santa Fe Avenue; On the SOUTHERLY SIDE by the

northerly line of the highway called Camino Real west of Cherry Avenue; and on the WEST SIDE by the west line of Madrona Avenue, and the west line of Madrona Avenue produced Northerly to an intersection with the southwesterly line of the main line of railway of the Santa Fe and Los Angeles Harbor Railway Company.

Excepting those portions of said parts of said City which lie between the northerly line of Redondo Boulevard and the southerly line of Carson Street.

SECTION 2. The rights, privileges and permissions herein granted are dependent for their continuance and validity upon the performance by the Railway Company of all of the conditions hereinafter set forth, to-wit:

1. That wherever any of such railway tracks shall cross any of said public highways, such track shall be so constructed, installed and maintained as to conform to the official grade of each of said public highways at such crossings; and should said official grade thereafter be changed by the said City, the Railway Company, at its own cost and expense, will do whatever is necessary to make its tracks conform thereto if requested in writing by said City so to do.

2. That the Railway Company shall so carry on the work of construction of any such track across any of said public highways in such manner as to interfere as little as possible with the use thereof by the public.

3. That the Railway Company, at its own cost and expense, shall pave or otherwise improve said public highway between the rails of any such track for a distance of two feet on each side thereof of the same material, in the same manner, and under the same specifications as the adjacent portions of such public highway are then paved or improved, or may hereafter be paved or otherwise improved, and it after any such track shall be laid across any of said public highways, such highway shall be paved, repaved or otherwise improved, the Railway Company, at its own cost and expense, shall, simultaneously with such paving, repaving or other improvement, pave, repave, or otherwise improve such public highway between the rails of its track and for a distance of two feet on each side thereof in the same manner, with the same material, and under the same specifications as shall be used and employed in such paving, repaving or other improvement.

4. That, should the construction of any such track across any of said public highways interfere with any drainage system, water pipes or sewer pipes, the Railway Company, at its own cost and expense, shall do whatever is necessary to provide the means for the continued operation of said drainage and said water and sewer pipes.

5. That all railroad crossings of said public highways by any of said railway tracks shall be maintained by the Railway Company, at its own cost and expense, in good condition and repair, between the rails and two feet on each side thereof.

6. That all of the things hereinbefore enumerated to be done by the Railway Company shall be done to the satisfaction of the City Engineer.

7. That any and all of such railway tracks shall be constructed and maintained, as to

the portion or portions thereof which lie within the boundaries of any of said public highways, in strict accordance with the laws of the State of California, and the rules, regulations, and orders of the Railroad Commission of said State.

SECTION 3. The privileges herein granted shall not in any way be deemed to be exclusive and the City of Torrance reserves the right to grant the same privileges over the same streets, in the same territory to such other persons or corporation as it may be advisable.

SECTION 4. The City Clerk shall certify to the adoption of the foregoing ordinance and shall cause the same to be published once in the Torrance Herald, a weekly newspaper printed, published and circulated in the City of Torrance, and hereby designated for that purpose, and thereupon and thereafter

this ordinance shall be in full force and effect.

Approved this 5th day of October, 1926.

JOHN DENNIS,
President of the Board of Trustees.

Attest:
A. H. BARTLETT,
City Clerk.

State of California, County of Los Angeles.—ss.

I, A. H. Bartlett, do hereby certify that I am the City Clerk of the City of Torrance, and that the above ordinance was regularly introduced at a meeting of the Board of Trustees of said City on the 21st day of September, 1926, and was adopted on the 5th day of October, 1926, at a regular meeting of said Board.

A. H. BARTLETT,
City Clerk of the City of Torrance.



What is Depreciation?

GOOD violins, art treasures and rare books increase in value with age. Nearly everything else depreciates.

Take the case of an electric power system, for example. The wooden poles will probably last 15 years. The copper wire on them is good for 25 years. Street lamps burn out in less than a year while a steel tower line has a very long life. Each article or material has its own rate of depreciation.

To keep the system in top-notch condition these parts must be replaced as they wear out or become obsolete, and to provide for this situation a sum of money is set aside each year. Part of your electric bill goes for those replacements so that you may continue to have the best of service. It is a legitimate operating cost for your protection.

John D. Sullivan, R. H. Bellard
President Vice-President and General Manager

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